REGISTRATION DEPARTMENT.

Notice No. 1560, *dated* 23*rd January* 1917.

The salary of the late Mr. A. Shama Rao, B.A., 3rd clerk in the office of the Inspector-General of Registration, in charge of the Sub-Registry office at Bangalore (for the month of December 1916) is remaining undisbursed in this office. The legal heir or heirs of the deceased may apply to this office for the payment of the amount. If it is not claimed within a month from the date of the publication of this notice it will be credited to Government.

D. SRINIVASA IYENGAR,
For Inspector-General of Registration.

MUNICIPAL AND LOCAL FUNDS.

PROCEEDINGS OF THE BANGALORE CITY IMPROVEMENT COMMITTEE, HELD ON MONDAY THE 8TH JANUARY 1917 (MORNING) AFTER LOCAL INSPECTION.

Present.

1. Dewan Bahadur Rajasabhabhushana K. P. Puttanna Chetty, Esq., Chairman.
2. F. G. D'Souza, Esq., B.A., B.L., Secretary to Government for Education and Agriculture, etc.
3. T. G. Lakshmana Rao, Esq., L.C.E., President, Mysore City Municipality.
4. S. H. Lakshminarasappa, Esq., B.ARCH., Assistant Engineer, Mysore.
5. J. E. A. D'Cruz, Esq., B.C.E., A.M.I.T.P.I., Executive Engineer, City Drainage Project, Bangalore.
6. T. Ramachandra Rao, Esq., B.A., A.C.E., Municipal Engineer, Bangalore City.
7. Yejanan Basappa, Esq.
8. H. Ramaiya, Esq.
9. F. Fernandes, Esq., L.R.C.P. & S., L.F.P. & S., Health Officer, Bangalore City.

Absent.

1. Rao Bahadur K. Krishniengar, Esq., B.A., L.C.E., Secretary to Government for Railways.
2. B. K. Garudachar, Esq.
3. D. B. Ramachandra Mudaliar, Esq.
4. Mandi Hariyanna, Esq.
5. R. Subba Rao, Esq., M.B. & C.M., L.S.Sc.

1. Reconsidering the question of diverting the main drain and the Hoskote road.

Resolution.—The diversion of the main drain at the market further north to run along Malavalli Rama Rao's street is approved, since its proximity in spite of all possible improvements which may be effected will be a standing nuisance to the proposed Town Hall and Municipal Offices besides cutting the Market diagonally, while the capacity of the diverted drain will be slightly increased and the cost of the scheme will be nearly the same as that of improving the grading of the present main drain keeping its present alignment.

2. The location of the New Bamboo Bazaar.

Resolution.—The New Bamboo Bazaar may be placed in the Tigalar's garden to the south of Hoskota road, east of Ammashoudripalya behind a row of shop sites lining the Hoskote road. The provision of 41 sites each measuring not less than 50′×100′ is sufficient for the present. This was approved by the Bamboo merchants.

3. Fixing the alignment of continuing the Sultanpet road towards west to the Railway yard and linking up with the proposed diversion of the Magadi road.

Resolution.—(*a*) The alignment of the continuation of the Sultanpet road proposed by Mr. D'Cruz is approved.

(*b*) The link road across the main line between the proposed continuation of Sultanpet road and the diversion of Magadi road should be the direct alignment with a maximum gradient of 1 to 25. The two alternative alignments detouring easier gradients are not approved.

4. The lay out of the Industrial Suburb.

Resolution.—The lay out of the Industrial Suburb showing the sites and roads is generally approved with the remark that provision should be made for 20

superior cottage sites, 150 middle class house sites for maistries and artisans and 600 sites for cooly quarters.

The proposed new Madigarpalya may be shifted slightly northwards, if necessary, to provide for the above requirement.

5. The alignment of the continuation of Kitchetty Chattram road to the City Railway Station, through the Dharmambudi tank.

Resolution.—The alignment of continuation of Kitchetty Chattram road to the City Railway Station through the Dharmambudi tank is approved.

PROCEEDINGS OF THE CITY IMPROVEMENT COMMITTEE HELD IN THE MUNICIPAL COUNCIL CHAMBER, BANGALORE CITY, ON MONDAY THE 8TH JANUARY 1917, (AFTERNOON).

Present.

1. Dewan Bahadur Rajasabhabhushana, K. P. Puttanna Chetty, Esq., Chairman.
2. P. G. D'Souza, Esq., B.A., B.L., Secretary to Government for Education and Agriculture, etc.
3. T. G. Lakshman Rao, Esq., L.C.E., President, Mysore City Municipality.
4. J. E. A. D'Cruz, Esq., B.C.E., A.M.T.P.I., Executive Engineer, City Drainage Project, Bangalore.
5. S. H. Lakshminarasappa, Esq., B. ARCH., Assistant Engineer, Mysore.
6. T. Ramachandra Rao, Esq., B.A., A.C.E., Municipal Engineer, Bangalore City.
7. Yejaman Basappa, Esq.
8. H. Ramaiya, Esq.
9. Mandi Hariyanna, Esq.
10. F. Fernandes, Esq., L.R.C.P. & S., L.F.P. & S., Health Officer, Bangalore City.

Absent.

1. Rao Bahadur K. Krishniengar, Esq., B.A., L.C.E., Secretary to Government for Railways.
2. B. K. Garuda Char, Esq.
3. D. B. Ramachandra Mudaliar, Esq.
4. R. Subba Rao, Esq., M.B. & C.M., L.S.Sc.

1. Proceedings of the previous meeting held on the 8th November 1916, were read and confirmed.

2. Alternative ground plans showing arrangements of lay out and accommodation for the proposed Town Hall and Municipal Office prepared by Messrs. J. E. A. D'Cruz and S. H. Lakshminarasappa.

5. Plans and estimates of the Municipal Office and Town Hall prepared by Mr. Lakshminarasappa.

Mr. D'Cruz placed before the meeting three designs :—

(1) One showing the Municipal Offices and Town Hall as one block of buildings, the Town Hall occupying one end and the Municipal Offices the other, in the site as approved to be laid out by deviating the Hoskota road in the last meeting.

(2) One showing the Town Hall as central building with Municipal Offices accommodated on both flanks in the site same as above. He did not press these for adoption however.

(3) Another design placing the Town Hall on one side and Municipal Offices on the other side of the existing Hoskota road which he does not propose to deviate as being the long established direct approach to the Market Circle and connecting with the Mysore road beyond it. For the purpose of giving an effect of solidity and unity to the whole as forming one block of buildings he propose to connect the two buildings on either side of the road by an archway 40 feet wide surmounted by a dome. Mr. D'Cruz advocates the last design in preference to the other two.

Mr. Lakshminarasappa placed before the meeting a design showing the Municipal Office presenting a frontal elevation 210 feet long and forming almost a structural part of the circle. The Town Hall is designed but its location will be either at the south-eastern end of the Municipal Offices and facing the Kalasipalya road or on a site where an 'Island' is proposed on the west of the circle in the plan of the Market Circle. The design fits in with the layout of the site as approved in the last meeting.

In discussing the merits of the several designs, the last design of Mr. D'Cruz and the one prepared by Mr. Lakshminarasappa only were considered.

Mr. Lakshminarasappa pointed out:—

(1) That his design of location and facade of the Municipal Office buildings with a tall conspicuous central dome would form an appropriate feature at the end of the vista looking straight from the Mysore road through the wide expanse of open space intended to be reserved opposite the market.

This effect is not obtained in Mr. D'Cruz's design which has an open archway below and a low dome above as the central feature at the end of the vista.

(2) While Mr. Lakshminarasappa's design presents MASS with characteristic central features, it is absent in Mr. D'Cruz's design. The artificial attempt by the archway connection hardly producing this effect, the roadway and the arch which are insignificant items of structure occupy the place of honor while the important buildings will be thrust to the corners of the circle.

(3) The approved proposal of diverting the Hoskota road would not be an inconvenience to traffic but an improvement if it is remembered that with the proposed connecting cross road behind the site of the Municipal Offices, and the diverted Hoskota road there will be two roads to direct the traffic away from the circle corresponding to two important roads from the west, *viz.*, the Police road and Mysore road instead of one as at present. The retention of the present road is advocated more by sentiment than by any reasonable æsthetic considerations. The present road is not likely to form a processional road to be treated with an archway as has been done by Sir Aston Webb, in the case of Mall entrance to St. James' Palace.

(4) The running of a public traffic road as in Mr. D'Cruz's design between two important buildings which have doors and windows opening on it would be highly prejudicial to the business to be transacted in those buildings. The din and dust of the constantly passing traffic will be intolerable while in the design of Mr. Lakshminarasappa which has its broadside on the circle the evil is very much less owing to the large size of the circle.

(5) The dignity of the buildings will be lost by taking the traffic road through them as in Mr. D'Cruz's design.

(6) If the Hoskota road were straight near the circle the archway proposed by Mr. D'Cruz would have formed a frame for the perspective view of the shop aligment on the Hoskota road, but placed as it is 70 or 80 feet away from the circle with the road behind it curving northwards, this object is not attained.

(7) Having placed the Municipal Office buildings as designed by Mr. Lakshminarasappa, it would very well balance with the Town Hall if it is to be placed opposite the market between that and the proposed out-patient Dispensary in the 'Island' space shown in the original design of the Market Circle.

(8) The design of Mr. D'Cruz would necessitate the demolition of the three storeyed building near Bamboo Bazaar as it will fall within the area of the buildings designed by him. Remembering it is a costly building worth about Rs. 20,000 it would be financially disadvantageous not to keep it and utilise it with or without slight modifications for some Municipal purposes.

While on the other hand, Mr. D'Cruz pointed out—

(1) That though his design kept the Town Hall and Municipal Offices as different buildings separated by a road, the connecting archway, treated suitably, would produce an effect of unity. Looking from the circle or beyond it the whole would present the effect produced by a single block of buildings. The very nomenclature of the scheme implies that Town Hall or the Municipal Offices should not merge one into another but form separate parts of a single unit and this view is satisfied by the arrangement in the design. Whereas in the design of Mr. Lakshiminarasappa, the Town Hall is relegated to form an insignificant adjunct placed in a far off corner on a road which is not possible to improve within the near future, or as a separate entity contrary to the original object of the Committee's proposals.

(2) From the stand point of perspective an opening at the end of vista, as provided by the archway surmounted by a dome would produce a feeling of pleasing expectancy of something behind. This is satisfied by the frontage shops that will rise along the southern side of the gently curving road, presenting a Kaleidoscopic view through the arched frame. But at the same time the structure of the archway and the building and dome over it would satisfy the taste of any fastidious on-looker who wants a veiling of the horizon at the end of the vista. Mr. Lakshminarasappa's design provides for blocking up the vista but the more artistic effect presented by the former is absent.

(3) Mr. Lakshminarasappa's design is wanting in MASS. It is practically a line without breadth, 210 feet long with about 50 feet or less breadth with the two flanks unsymmetrically inclined and offending one's sense of proportion and symmetry when seen behind. It is not only in a portion of the facade that architectural

effects are sought but in the treatment of the whole of the building perhaps more in some parts and less in another, for instance a man coming from the East, let us presume along the deviated road, has no pleasing features to meet his eye until he drops into the circle and turns almost right round to get a view of the Municipal Office buildings. It is needless to say that Mr. D'Cruz's design has a different effect.

(4) Regarding the question of keeping the present road intact. Town Planning requires—(*a*) that old sentiments even if they are only such, should not be wounded, (*b*) convenience should not be diminished. Architecture should heighten the beauty of Town Planning not tend to distroy it. The old designers of the Hoskota and Mysore roads have connected the two roads by straight reaches about six chains long on each side of the circle so that the connecting link crosses the Avenue road at right angles to make the periphery of the circle as big as possible between the several roads converging into the circle, what will be the effect of deviating the Hoskota road as proposed? It will bring the opening into the circle of this road very near to the opening of the Avenue road just 50 feet measured along the circumference, when two such heavy traffic roads converge into the circle with such a short interval between them the danger of collision is quite obvious to need any explanation.

(5) It is not true to say that the Hoskota road will not be a processional road. The widening of the Avenue road having been postponed, the Hoskota road with its proposed improvements as a main shop road would be much better suited for a processional road than any other in the City, otherwise it would not be worthwhile spending such a large amount in its improvement. It is therefore that an artistic archway on the road just as in enters the Market circle which is admittedly the 'hub' of the City will not be in-appropriate according to the views of Mr. Lakshminarasappa himself. Further the erection of an arched entrance will be in keeping with Indo-Saracenic mode of treating what would otherwise be a featureless road especially when the Indo-Saracenic style of architecture has been proposed to be adopted all round.

(6) Financially, the deviation of the road would entail the acquisition of more properties beyond or North of the drain and would result in the swelling of the amount of compensation leaving correspondingly less for the construction of the buildings.

Resolution.—All these points having been considered by the members of the Committee, 7 voted for Mr. D'Cruz's design and 2 for Mr. Lakshminarasappa's (President not voting).

Rao Bahadur K. Krishniengar's opinion is appended. He is in favour of Mr. D'Cruz's design.

3. (*a*) Plan and estimate for stalls in the New Market.

(*b*) Elevation of the Market designed by Mr. Lakshminarasappa.

Resolution.—The plans and elevations produced by Mr. D'Cruz and Mr. Lakshminarasappa respectively were generally approved.

4. Discussion of the main lines of the sewerage system to be adopted for the City.

Resolution.—Mr. D'Cruz explained that the main lines on which sewerage scheme is being prepared were:—

(1) Twenty gallons per head of population was taken as the quantity of sewage to be disposed of, half to be discharged in eight hours.

(2) Provision in the capacity of mains to be made on the assumption that the present population of the City and Extensions was 100,000 with a prospective increase of 30 per cent.

(3) The whole City is divided into six drainage areas for sewerage scheme; as it is not advisable to have a number of separate out-fall and disposal works which will mostly lie on the West or windward of the City, it is proposed to divert all the sewage to the Sunkal tank out-fall works which lies leward of the City.

(*a*) The sewage of Malleswaram and Seshadripuram have a natural out-fall behind Jakkaraya tank where it will be collected in a well near the waste weir of the Jakkaraya tank and pumped by a motor pump across the ridge into the main City system.

(*b*) Western part of Arlepet drains into the Agrahara tank valley and it is proposed to collect it in a well near the waste weir of the tank, pump it across the ridge into the City system.

(c) Basavangudi, Chamarajpet and Shankarpuram drain into the Kempambudi tank valley. A sewerage scheme with out-fall works having been constructed, this portion will be left as it is for the present though provision will be made in the design of the main out-fall sewer to take all the sewage of this area also whenever it is found necessary to do so.

(d) The City area which drains into the Sunkal tank valley through the main drain is the main area to be worked out. A separate main sewer will be laid along the main storm drain but outside it and all sewage that is now flowing through the drain will be intercepted and carried by the sewer so as to keep the main drain always free of sewage.

(4) The main in the final reach will be an ovoid reenforced concrete sewer.

Resolution.—The main lines of working out the scheme as explained above were approved.

6. Government Proceedings No. 3393-5—Ml. 94-16-10, dated the 27th November 1916, sanctioning additional establishment to work under Mr. D'Cruz, in connection with the proposed City Improvement Works, apart from the City drainage works.

Resolution.—Recorded.

7. Letter No. 480, dated the 12th December 1916, from the Executive Engineer, City Drainage Project, requesting sanction to purchase Ferro-type apparatus at a cost of Rs. 175.

Resolution.—Sanctioned.

8. Government Proceedings No. 2761-2—Ml. 94-16-5, dated the 16th November 1916, sanctioning an additional Clerk on Rs. 30 per mensem temporarily for one year, in connection with the City Improvement Scheme.

Resolution.—Recorded.

9. Municipal Engineer's proposal suggesting the appointment of one Overseer on Rs. 60 plus 10, two Sub-Overseers on Rs. 30 plus 10 each for preparing and scrutinising the valuation statements of properties to be acquired for the several City Improvement Schemes and stating that preliminary valuation statements prepared for the following schemes are pending verification and check.

Name of Scheme.	*No. of properties.*	*Cost.*
		Rs.
1. Acquiring site for Town Hall and Municipal Offices. ...	31	... 70,222
2. Acquiring Ammachoudripalya	99	... 72,485
3. Continuation of Sultanpet road and linking it with proposed diversion of Magady road. ...	82	... 71,519
4. Continuation of Kitchetty Chattram road to the City Railway Station through Dharmambudi tank. ...	5	... 20,083

Resolution.—Sanctioned for a period of three months.

K. P. PUTTANNA CHETTY,
Chairman, City Improvement Committee.

HASSAN DISTRICT.

1916-17.

PROCEEDINGS OF THE SECOND MEETING OF THE HASSAN DISTRICT BOARD, HELD ON MONDAY THE 18TH DECEMBER 1916.

PRESENT.

K. Krishna Iyer, Esq., *President.*

Ex-officio Members.

Mr. S. Chakrapani Iyengar, B.A., B.L., Treasury Assistant Commissioner and Vice-President.
" G. B. Hoblikar, B.A., LL.B., Assistant Commissioner, Channarayapatna Sub-Division.
" S. Sreenivasa Iyer, B.A., A.C.E., B.E., Executive Engineer, Hassan Division.
" B. Tirumala Char, B.A., District Inspector of Schools.
" S. K. Hanumanta Rao, M.B., C.M., District Medical and Sanitary Officer.